CAMERA

PENCIL

tieth Century.

Sick and Afflicted Have Startled the Community and the Medical Profession Stand Aghast.

The Blind Are Made to See, the Lame Are Made to Walk, the Deaf to Hear and the Victims of Rheumatism, Paralysis, Con- of humanity. sumption and Every Other Disease Are Restored to Perfect

FREE! FREE!

All who call upon or address Dr. Abbo before July 5 will be treated free until cured and charged only a small fee to cover actual cost of the necessary medicines.

Reframber, Thursday, July 5th, is positively the list day of the Free treatment, after which time regular fees will be charged.

after which time regular fees will be charged.

There was never a man who came to St. Louis who has created the general sensation as Dr. Abbo. A person who would go to see this man or meet him on the street would hardly take him to be the remarkable man he really is, or think he has the power of doing what he really has done, for the cures he has performed in St. Louis is one of the most remarkable things that has happened here in recent years. From the first day he came to the city up to the present time his offices have been crowded from early morning until late at hight. There are those who have come to him who were totally blind and to whom a ray of light had not been visible for many years, but now they are able to see clearly, as a result of Abbo's wonderful skill.

Leaped and Stamped His Feet for Joy.

Mr. Chas. Linch, who resides at 2631 street, came dragging himself with crutches into Dr. Abbo's office last Monday, a helpless victim of Rheumatism. After receiving one treatment he discarded his crutches and left the office feeling like a new man.

What Mr. Chas. Linch Has to Say. For several months I have been completely helpless from Rheumatism; my right ankle was much swollen and absolutely stiff, and it was with the greatest difficulty that I could walk with the assistance of two crutches. Dr. Abbo gave me one treatment, crutches. Dr. Abbo gave me one treatment, and, much to my surprise, the stiffness and swelling disappeared right before my very face. I don't know if it was the medicines or his magic touch; however, I left his office with my crutches on my shoulder and have had no use for them since.

Yours truly,

CHAS, LINCH.

A Modern Miracle.

Mrs. Lizzie Bloom, residence 1427 Manara street, suffering intensely from a very sore eye and falling to get relief or any assur-ance that the eye could be cured by one of St. Louis' mot, prominent eye specialists called on Dr. Abbo as a last resort, and much to her surprise, the eye was cured in less than three days. Mrs. Bloom is loud in her praises of Dr. Abbo, and thinks that his equal as an eye doctor has 'hever been in St. Louis before.

THE ABBO Medical and Surgical Institute

Occupies the Entire Building at 1418 Washington Avenue

Office hours: 9 a. m. to 7 p. m. daily; 11 a. m. to 2 p. m. on Sunday.

WIRE OFFICIALS GATHER. Purpose of To-Day's Meeting Care-

fully Guarded. New York, July 2 .- Numerous conjectures were current in Wall street to-day because

of the presence in town of a number of American Steel and Wire Company officials, including a majority of the directors. It became known later in the day that a meeting of the board had been called for

meeting of the board had been caused for to-morrow.

The purpose of the meeting is not alto-gether clear. In some quarters it was said that the question of fixing the next quar-terly dividend was to come up for considera-tion, while other reports were to the effect that some of the company's mills would be shut down or a reduction ordered in the present wage scale.

Former President John Lambert of Jollet, who is in the city, designed to forecast tha

shut down or a requestion ordered a large present wage scale.

Former President John Lambert of Jollet, who is in the city, declined to forecast the results of to-morrow's meeting; in fact, he would say nothing beyond admitting that a meeting would probably be held. Other directors in town include Max Pam, the general counsel of the company.

CHICAGO MURDER MYSTERY.

Body Found With Bullet Near Heart and Skull Crushed.

Chicago, July 2.-With a bullet wound over his heart and his skull crushed, the dead body of John Soltysiak, a South Side grocer, was found by the police here to-day.

The grass and turf near the spot where

The grass and turf near the spot where the corpse was discovered showed evidences of a terrible struggle.

Two hats found on the scene, the officers say, show that the murder was committed by two men. They also declare that the motive was not robbery, as the dead many watch and \$18.75 were found on his person.

The fact that there were two wounds, each made with a different instrument and either capable of causing death, furnishes another reason for believing that he was attacked by two men. The murdered man was \$5 years of age.

St. Louisans in New York.

St. Louisans in New York.

REPUBLIC SPECIAL.

New York, July 2.—Hotel arrivals to-day include the following visitors from the West:

St. Louis.—J. Hopkins, B. F. Yoakum, H. T. Nash, Jr.; Z. W. Tinker, Mrs. Tinker, Miss Tinker, Mrs. R. Limberg, Miss A. Koehler, C. Koehler and Mrs. Koehler, W. Medart, H. P. Bontics, Waldorf; Miss Escott, M. Scott and Mrs. Scott, Mrs. N. Nix. Gorff, H. P. Butler and Mrs. Butler, Holland; J. B. Korngold, M. Lipschitz, L. Goehrer, Broadway Central; W. T. Owens, J. A. Hasson, G. Alleman, Albert; E. Garrison, J. Berlinger, A. Samish, T. Levis, Hoffman; G. S. Levis, Miss Levis, Netherland; Miss M. J. Waxmann, R. S. Taylor, Grand Union; Mrs. E. C. Dameron, Fifth Avenue; C. E. MacDonald, Gilsey; Mrs. W. D. Collins, Manhattan; Dector L. Bushnell, Jr., Everett, G. Fisher, Astor; G. Drake, Imperlai; W. F. Koken, Mariborough; A. Glaser, Savoy; V. Lucius, Rossmore; M. J. Donahue, Herald Square; L. E. Hirsh, Metropolitan.

Metropolitan.

Karsas City-J. A. Adier, C. H. Lyon,
Albert; E. Hirshorn, J. Dermhoefer, St.
Denis: Miss M. Merrill, R. M. Merrill, Mrs.
J. W. Merrill, Fifth Avenue; Miss Robertson, J. D. Robertson and Mrs. Robertson,
Murray Hill; W. B. Young, Ashland.

Perfect rlealth.

Keep the system in perfect order by the occasional use of Tutt's Liver Pills. They regulate the bowels and produce

A Vigorous Body. For sick headache, malaria, biljousness, constination and kindred diseases, an absolute cure TUTT'S Liver PILLS

ABBO FEAR THREE HUNDRED PERISHED AT HO PERISHED AT HOBOKEN.

The Wonder of the Twen- List of North German Lloyd Fire Victims Is Lengthened.

His Marvelous Cures of the Rescued Tell of Tugboat Captains' Disregard for Human Life -Exacted Pay of Drowning Men or Let Them Die.

> New York, July 2.—Sixty-seven bodies of victims of the Hoboken fire have been recovered. Each hour that passes witnesses additional recoveries of bodies, seared, maimed and burned beyond all semblance of humanity.
>
> And the half has not yet been told, as all covered. Each hour that passes witnesses additional recoveries of bodies, seared, maimed and burned beyond all semblance

And the half has not yet been told, as all And the half has not yet been told, as all the bodies brought to the surface to-day were caught on grappling hooks. About the first of next week the people will realize the appailing loss of life, as it will then be time for the bodies that are now lying at the bottom of the river to come to the surface of the water of their own accord. Health in a Remarkably Short the first of next week the people will realsurface of the water of their own accord. The list of missing is still placed at but few below the 200 mark, and when the bodies begin floating to the surface the grewsomeness of the situation will be real-

> The bodies recovered up to 11 o'clock tonight include forty-one now in O'Donnell's undertaking rooms in Hoboken, ten in Hoffman's in the same city, twelve in the morgue in New York and four deck hands of the Saale, which were recovered too late to-night to be brought to either city. Of these, thirty-seven have been either posttively or partly identified, most of them, so far as has been discovered, being victims from the steamship Saale.

Twenty-one of these identifications were made by Second Officer Sanders of the Saale, who was helped in the task by firemen, coal passers, machinists and other

Those who will undoubtedly swell the list are the two hundred and forty odd men from the steamships, including officers, sub-

Those who will undoubtedly swell the list are the two hundred and forty odd men from the steamships, including officers, such collects, seamen, oilers, machinists, coal passers and trimmers, the greater loss of course being among the men who were below decks and could not get to the open before the flames choked them back and the heavy falling debris beat them down to their death.

Of these the greater part are foreigners, and the lists of their names are being checked off by the steamship company of ficers as soon as any identification can be made.

Lighter and Dock Victims.

Then, too, there are some thirty-dive persons who were on canal boats, lighters and about the docks in various capacities.

The bring of the Thingvalla Line, reach out into the river like long, charred arms and smokes in its last hours of life. Rising above the whole mass is still a heavy cloud of smoke that tells of much fire and beat remaining in the ruins of the large storehouses at the north end of the ruins.

The general agent of the North German Lloyd Line, Gustav H. Schwab, was at his temporary offices in Hoboken most of the day trying to straighten out the situation. He could not form any estimate of the losses as yet, but the company was doing all it could to get lively out of the straight to could not form any estimate of the losses as yet, but the company was doing all it could to get lively out of the straight to the decks and paid it out to the survivors. More than 184,600 in cash was dealt out to the men to-day and suits of clothing were given to svery man that asked for them. Food and shelter were also provided for the company's men.

Superintendent Mocler of the North German Lloyd Line late to-night returned from that rito the various vessels that lay in the round and the care of the losses when the line with the lin

Superintendent Mocler of the North German Lloyd Line late to-night returned from his trip to the various vessels that lay in the river. Concerning the general situation at this hour he said:

"The steamship Bremen can be repaired without great outlay. She burned until 6 o'clock to-night, when the last flame was

Main Still on Fire.

"The steamship Main is still on fire and is burning in holds Nos. 4 and 8. I believe the ship will be a total loss.
"The Saale lies deep in the water. The wrecking boats started at work on her right away and she will probably be float-ing in several days. Her portholes were shut and water was pumped out of her as fast as possible. She has raised about twelve feet, but she is so far under there can be no estimate as to how badly she is damaged. We cannot tell just how far she is burned, but all above is practically

"All of the steamers are now in charge of the wrecking companies, and they, of course, have instructions to save as much of the ships as they can. "It is very hard now to tell what our

losses will amount to.
"To-day we found some fifty-one bodies around the piers up to 6 o'clock. Most of them, so far as my information goes tonight, were from the Saale, Speaking of their plans for the immedi-

"We will first have to clear up matters.

The fire underwriters will first have to give
way before we can begin anything. As soon ate future, Mr. Moeler said: as they make their reports to us and let us have a free field, we will clean up the piers and then make our arrangement. plers and then make our arrangements and draw up our plans and specifications for new docks. We will get the Lahn in on Wednesday.

this week. She will be taken care of at the Cunard pior. The Trave is due this Wednesday, and she will be put in at the French Line docks. The Barbarossa will be here also on Wednesday and she will first make up to the White Star Line pier No. 48. She will discharge all of her possessors at the up to the White Star Line pier No. 48. She will discharge all of her passengers at this pier and then go to pier No. 49 of the same line and put off her freight. She will make up here for salling. The Kaiser Wilhelm II, is due her on Wellis due her on Wednesday afternoon or early Thursday morning, and she will be docked at pier 38 of the Lackawanna Line."

Bringing Bodies Ashore.

Yesterday the great scenes of the fire were on the steamers that lay burning on the river rather than on the docks, which were just a pile of smoking ruins, but to-day, when the bodies began to be found in pairs, in groups of half a dozen and then by the dozen, the scene that presented the most grewsome sights were at the Hoboken pier.

pier, Hundreds of thousands of persons banked Hundreds of thousands of persons banked up in the streets all day long and watched with incredible interest the little groups of men that brought in the bodies from the ends of the piers. The little procession usually consisted of only the two sommilooking men bearing a "dead box," which was covered with a black tarpaulin. Up to the street they picked their way, followed occasionally by the men who had found the corpse. Through a little north house or from around the corner of some building near the edge of the dock they would carry their human fragments to the dead wagons. Thousands of small children were allowed in the crowds to view the horrible spectacle, and women with babies in their arms craned their necks to get a glimpse of craned their necks to get a glimpse of sights from which many men turned their

Through the streets all day long the dead wagons rattled. Wagons carrying wooden collins by the dezens and by scores added coffins by the dozens and by scores aided to the impressive horror of the picture. To O'Donnell's undertsking shop, which was nearest to the scenes of the fire, the wagons went. The bodies were placed in a row. In plain pline boxes and on the front of each box was a tag hearing the number in the order in which the bodies were laid out. Each hody was searched for valuables before it was put in the box, and a quantity of money was found on nearly every man, also trinkets and other personal valuables. All of these were put in bags and labeled, one for each victim. The bodies were incleased in the box, save for space of about three feet at the head, leaving just room enough for people to make indentifications.

some still look almost as white as they do
in life.

At the New York morgue, where twelve
bodies are now lying, the most horrible
phases of the fire are shown. Each body is
in a pine box. As the people come into the
building looking for dead friends or relatives, the men of that place who have become hardened to all human exympathy,
slide out body after body and push it back
unfeelingly as the person passes on despairingly to the next. The avenes at those
places are enough to turn the heart of almost any man.

most any man.

Tugs Ignored the Saule.

eral days, signed and sworn to, that the captains of the tugboats did not do all in their power to help the ships that were lying in their docks.

Officer Sander and that his ship had been lying in their docks.

Officer Sander said that his ship had been cut loose from the pier and that he and another officer stood on the stern of the ship with men rendy to man lines to the tugboats. He said they should to the tugboat captains, a number of whom were close under his ship, but that no response was made, the tugs simply lying by until they could get near chaugh to the great Kniser Withelm der Grosse to render enough assistance to claim salvage.

us a tow to a point below Hoboken, where all hands got ashore."

Had to Pay for Their Lives.

John Voss was on the pier when the cotton burst into a biaze. He was well out at the end of the wharf and saw the fleer of tugs coming toward the Kaiser Wilhelm. "I saw three men swimming and trying to get away from the burning pier," sail voss. "The hair of one of them was on fire. He ducked his head to put it out. When he came up he shouted, 'Helpi helpi' in German. A man on a small tug leaned over the side and yelled out. 'Have you any gelt? We are not here for our heath.' The man in the water must have been hur in some way, because he soutdn't make any reply. He threw up his hands and sank. "I could not tell what became of the others. One of them cried out. 'For God's sake!' two or three times, but nobody would do anything for him. I guess he must have been struck in the head by one of the tugs. The crews on board kept calling out: 'How much have you got?' Where is all your money?"

For four hours and thirty minutes Wilhelm Meyer, a fireman of the Main, clung to a spile on the front of the pier where the Saale was, unable, by reason of burns and his exhausted condition, to swim more than a dozen yards in frequent attempts to gain a place of greater safety. The heat over his head was blistering and he was rearly drowned by being obliged to divabeneath the surface at frequent intervals to escape roasting.

"I called fifty times to tugboats that came mear me," said he, "but they would not throw me a line. After awhile I got so weak that I could hardly keep my head above water, but I kept calling all the time. Big blazing pleees of wood fell around me, and i. I do keep dodging out of the way. I saw live or six men swimming around as if they did not know what they were doing. Whenever they saw a tug they made for it, but I suppose they had no more money than I had, for I did not see one of them picked up."

The Boliars for a Rope.

The second storckeeper of the Main, Alphonse Ubrurken, jumped into the water.

Three Dollars for a Rope.

The second storekeeper of the Main, Alphonse Ubrurkka, jumped into the water. He found a place to cling to, and shouted for help until he was exhausted. Tugs were within fifty yards of him but hot one made an effort to take him aboard. "One of the crew of a tug offered me a rope if I would give him \$5, but how could I? After a while a small yawl hoat come by and I was pretty near gone, but I halled her and the man pulled me in and took me ashore."

General James A. Dumont, supervising inspector of steam vessels, said that his department would take immediate action in the case of the officers of the tugboats who are reported to have declined to save drowning men.

Before the guard was placed about the Bremen Sunday afferment theyes clambered aboard and loated the startaneous.

wild Scenes on the Sanle.

A body at the New York Morane was identified to-day as that of August Weller, it years old, married, who lived in Brewer-haven, Germany. He was a boss machinizion the Saale.

The identification was made by Wilhelm Schermeister, the first electrician of the Saale. Schermeister wild he went on the Saale at 4 o'clock. Weller and his men were on the machine deck at work. The electricians were on the deck helow han. When the fire occurred Weller went up to see what it amounted to.

He came back and reported that Fier 2 was on fire, and the flames had communicated to the vessel. He told his men to escape. They tushed to the upper deck and found their means of excess cut off by flame and smoke. They rushed hack Weller titled to organize his men so that they would act in concert and did so for a time. They rushed back to a hatchway, and found it baitened down. They ras to another and found that also fastened. From place to place they went, followed by the electricians and others. Finally, Weller told his men to make their escape the best they could.

The last Schermeister saw of Weller was near the urper deck right in the midst of fire and smoke. Schermeister said that he

The last Schermelster saw of Weller was near the upper dock right in the midst of fire and smoke. Schermelster said that he and a number of others clumbered through the machinery over coal bins and through devious and narrow passages in the ship to the station pump, way below the water line. The tremendous amount of water being pumped fine the weater found its way there, and the men clung to the pump in this narrow and confined place men hung to them until they dropped from exhaustion and were drowned in the water there.

Men Fought Each Other.

Men fought like tigers for points of van-

Men fought like tigers for points of van-tage and safety. He estimated that at least forty men at one time were in that place, and he could sive no estimate of how many men were drowned, but said that a good many dropped off.

A cotton-laden lighter lying near the burned plers in Hoboken caught fire this

everboard and the lighter towed to mid-stream.

Fourth Officer Oscar Bock and Third Machinist Otto Brockoff were in charge of the work on the Saule to-day. Both men were shourd during the fire Saturday and are indignant at the treatment accorded them by the tugboat captains whom they asked for assistance while struggling in the water.

Eack said at least three captains wanted

anked for assistance while struggling in the water.

Bock said at least three captains wanted to know how much they would pay to be rescued. The fourth pulled them out of the water without asking any questions. Bock says he saw one sailor who was trying to get aboard a tugboat and was pushed back into the water with a boathook by a tugboat hand. It is not known what became of the sailor. While in the water Bock had a desperate fight with a sailor who fore a life-preserver from his body.

Officer Brockhoff was on duty when the fire broke out on the pier. In a twinkling, he says, the riggings of the Saale was after. He gave the alarm at once and cast of the stern lines. He attempted to go forward, but the flames drove him back. He jumped overboard and clung to the blades of the propelier. He was rescued by the fourth officer of the Phoenicia.

Brockhoff said at the time the fire broke out about 15 men were at work in the engine-room and stokehold. He does not know what became of them.

Kniser Wilhelm Sails To-Day.

The North German Liloyd Steamer Kalser

Kniser Wilhelm Sails To-Day.

The North German Liloyd Steamer Kalser Wilhelm Der Grosse will sail from the Cunard Line pler in this city at 19 o'clock tomertow morning, on her regular trip.

The officials of the company inspected the big ship to-day and pronounced her in good condition. She was blistered some by the fire Saturday night, but this damage has been repaired with paint.

Three suits for salvage were filed against the Kaiser Wilhelm Der Grosse in the United States Court at Jersey City to-day by owners of tugs. All three claim salvage for having assisted in puilling the big steamer away from her burning dock Saturday afternoon. It is not anticipated that any effort will be made to detain the Kaiser Wilhelm from making her regular trip. The amount of salvage claimed by the persons suing is not stated.

Endeavorers Go to Baltimore.

Endeavorers Go to Baltimore. A large number of members of the Young People's Society of Christian Endeavorers spent the day in this city awaiting the completion of plant for their trip to the Edinburgh Convention. Officials of the society who have the matter in charge are arranging for the majority of the party to take the steamship Rhine at Raitimore, and it is believed all those going on her will leave this city to-night or to-marrow morning.

arrow morning.
The remainder of the party will be booked a several lines. There is little time to se, as the convention will be in session our July 14 to 19, inclusive. The Rhine is ten-day beat.

CROKER FAVORS NIXON.

New Yorker Willing to Accept the Nomination.

REPUBLIC SPECIAL

Kansas City, Mo., July 2.-Richard Croker executed a flank movement to-day by an-

executed a fiank movement to-day by announcing the candidacy of Lewis Nixon of
New York, the designer of the Maine and
the Oregon and vessels of the Indiana and
Massachusetts class, for the vice presidential nomination.

Mr. Nixon is receptive and will, it is said,
make a fight for the support of the New
York delegation in the caucus to be held tomorrow. Danforth is the candidate of Hill
and the New Yorkers outside of Greater
New York.

"New York will ask the support of the

morrow. Danforth is the candidate of filling and the Now Yorkers outside of Greater New York.

"New York.

"New York will ask the support of the delegates from the other States of the country for the candidate who is chosen at the caucus," said Mr. Croker. "I believe New York has a candidate for the vice presidency and will present to the caucus for its support the name of Lewis Nixon."

The Danforth boom has been growing all day, and the Nixon movement is believed to be for the purpose of forestalling Hill. The Albany statesman has had his friend on view during the day. The delegates have looked him over and pronounced him fit. To-night it is Nixon that is receiving the attention of the delegates. Perhaps to-morrow there may be a different story to tell. Carter Harrison is the dark horse in the vice presidential race, and may yet beat out the favorites. Big Bea Shively of Indiana also must be reckoned with.

SKETCH OF NIXON.

REPUBLIC SPECIAL.

REPUBLIC SPECIAL.

New York, July 2—Lewis Nixon, formerly a Constructor of the United States Navy with relative rank of Lieutenant, Tammany's candidate for the vice presidential nomination, is a native of Virginia. He was born at Leesburg, in 1891. At 17 young Nixon was appointed a cadet midshipman at the Naval Academy by General Eppa Hunton, then Representative and later Senator from Virginia.

Representative and aginia.

Mr. Nixon was graduated at the head of his class in 1882, and was ordered by the Navy Department to the Royal Naval College, Greenwich, England, to take a special course at the world's greatest engineering school in naval architecture, engineering school in naval architecture. and ordnance. He was also detailed or rs of observation on the Continent and oughout Great Britain to visit and study workings of the great European dock

plants. 1899 Mr. Nixon was ordered to prepare In 1889 Mr. Nixon was ordered to prepare plans for the battleships of the Oregon and instana class, and in ninety days he designed this great vessel, which carries an enormously greater battery than the English battleships designed at the same time, although the English ships have a 40 per cent greater displacement.

When the contracts were let for these vessels the Messrs, Cramp made Mr. Nixon an offer and he restgned from the navy to become the superintending constructor of the great Cramp shipbuilding commany and continued with them while they built the New York, Indiana, Masachusetts, Minneapolls and the American liners St. Louis and St. Paul, besides numerous other vessels.

nels. In December, 1824, he resigned his poin December, 1886, he resigned his po-sition with the Cranup company and leased the Creacent shippard from the Messra Moore of Elizabeth, N. J. Here Mr. Nixon has built zeores of boats of all kinds, for all countries, among them the Helland torpedo boat and the Annapolis, the first emposite gunboat ever constructed for the

FAREWELL TO ENDEAVORERS.

Reception to the Delegates to Paris Exposition.

There were many Christian Endeavorers in attendance at the farewell reception given to the delegates to the World's Christian Endeaver Convention at the First Christian Church at No. 2126 Locust street ast night prior to their departure for Lon-ion. Wells H. Huributt, president of the don. Wells H. Haributt, president of the local union, presided and the Reverend Doctor Rhodes and the Reverend F. O. Fannon made addresses. W. H. McClain, who will be in charge of the St. Louis party, gave the delegates final travelling instructions and all such information as was desired.

About 109 delegates will depart on the morning of July 5 and take aboard a delegation of Endcavorers in Chainnait; at Philadelphia a reception will be given the travelers and another addition to the party, of Philadelphia Endcavorers, will be received. They will also stop over at Washington to see the Capitol, and on the next day, July 7, the party, which will by this time be about 509 strong, will embark on the North German Lioyd steamer Trave.

After the week's convention in London After the week's convention in London the party will travel through the Conti-nental countries and also take in the Pas-sien Play and the Paris Exposition.

THREE FOUND GUILTY.

Brooklyn Rapid Transit Stock Jobbers Convicted.

New York, July 2 .- The trial of the men accused of conspirary in publishing reports calculated to depress the stock of the Brooklyn Rapid Transit Company was con-ciuded this afternoen. Verdicts of guilty were returned against Gorlin, Parker and Davis. Bogert was found "not guilty," in accordance with the instructions of the court.

Will Grant the Mandamus. Will Grant the Mandamus.

New York, July 2.—Justice Blachoff, in the Supreme Court to-day, said that he would grant the application of the New York, New Haven and Hartford and New York Central and Hudson River railroads for a mandamus compelling the Tax Board to strike out the assessment of \$7,690,000 against the property of the two roads.

The assessment in question was levied against the real estate and roadbeds of the two companies by the Board of Taxes. Subsequency the State Board assessed the property in the amount of \$10,192,000 under the special franchise tax iaw.

We-que-ton-sing,

Hard to pronounce, but easy to reach by the Illinois Central. Leave St. Louis 12:39 noon, arrive Wequetonsing 7:57 the next morning. Through Sleeping Cars.

Funeral of Joseph Stephenson. Funeral services of the late Reverend Joseph Stephenson were conducted yester-day at the A. M. E. Chuer of Alton. Burial WHAT THE **GOVERNOR OF** ALABAMA SAID

WHILE no one questions the nature of the subsequent action of the parties, some doubt has been expressed as to the precise phraseology of the celebrated com-munication of the Governor of North Carolina to the Governor of South Carolina. But no such uncertainty can exist in the mind of any one as to what the Governor of Alabama meant when he wrote the following on the 25th day of

State of Blabama, Erecutive Department,

OFFICE OF THE GOVERNOR,

Dear Sie: My absence from the city explains why I have delayed in thanking you for the book, which came duly to hand. Since the opening of the war with Spain I have seen no book and Their People." The execution of the work is beyond compliment, and its elegance and the beauty of its illustrations fit it for ornamenting any parlor in the land. It is a timely publication, and the information that crowds its pages should be in the hands of every American. So much of value in so attractive a form, I am sure cannot be found in any other book or series. Yours care trails MONTGOMERY, June 25th, 1900.

ive a form, I am sure, cannot be found in any other book or series. Yours very truly,

JOS. F. JOHNSTON, Governor.

The full title of the work referred to is, as every one will remember,



And the cause of the Governor's unqualified approval and admiration will be instantly apparent to all who examine the publication. For instance, one of the most famous books of the world, namely, "Ridpath's Cyclopedia of History," is published in 3 large volumes, which cannot be purchased for less than \$24. On the other hand, the two immense tolio volumes of "Our Islands and Their People" contain more reading matter by accurate printers' measurement than the 8 Ridpath volumes; and, in addition, they embrace more than 1,300 separate views, or OVER 2,000 SOUARE FEET of the finest NICKELPLATE HALFTONE PHOTOGRAPHS—actual photographs of the

This Explains the Marked Enthusiasm of the Governor of Alabama.

Descriptive Features by INTRODUCED BY (C) General Joseph Wheeler,

Jose de Olivares, Author, Poet, Artist.

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The whole work can be had in combination with The Republic in small monthly payments of merely a fraction more than the regular price of the paper. Do you see the point? If not, drop us a card and we will make it plainer.

SEABOARD AIR LINE OFFICERS.

Appointments Made by General Manager St. John of the Consolidated Companies.

VERY FEW CHANGES ARE MADE.

Circulars Issued by General Superintendent and Traffic Officials -Against the Receivers-Railroad Notes.

Vice President and General Manager E. St. John of the Scaboard Air Line has issued a circular, approved by President Skelton Williams, announcing the general officers of the newly consolidated company. But few changes are made. The list is as

T. W. Roby, comptroller; John H. Sharp, treasurer; J. M. Sherwood, secretary and assistant treasurer; R. L. Nutt, cashler W. T. Tucker, paymaster; V. E. McBee, general superintendent; W. T. Reed, mechanical superintendent; G. P. Johnson superintendent of transportation; H. W. B. Glover, freight traffic manager; Charles R. Cappa, general freight agent; O. B. Bidweil, Jr., freight claim agent; L. S. Allen, general passenger agent; O. D. Ball, Jr., general purchasing agent.

The headquarters of these officers will all

be at Portsmouth, Va.
A circular issued July 1 by Charles R. Capps, general freight agent, and approved by H. W. B. Glover, freight traffic manager, announces that, effective at once, R ager, announces that, effective at once, R. I. Cheatham is made assistant general freight agent, with headquarters at Atlanta, Go.; W. H. Pleasants assistant general freight agent, with headquarters at Jacksonville, Fla., and A. Pope assistant general freight agent, with headquarters

at Savannah, Ga.

A circular issued by V. E. McBee, gen-A circular issued by V. E. McBee, gen-eral superintendent, announces the appoint-ment of the following division superintend-ents: T. W. Whisnant in charge of first di-vision, with office at Portsmouth, Va.; J. wision, with office at Portsmouth, Va.; J. M. Turner, in charge of second division, with office at Bamlet, N. C.; E. Berkely, in charge third division, with office at Atlanta, Ga.; Cedil Gabbett, in charge of fourth division, with office at Savannah, Ga., and D. E. Maxwell, in charge of fifth division, with office at Jacksonville, Fla. General Passenger Agent L. S. Allen announces the appointment of A. O. MacDonell as assistant general passenger agent, with hendquarters at Jacksonville, Fla.

BOOK ON TRANSPORTATION.

South Dakota Professor Will Devote His Vacation to the Task.

A professor of the University of South Dekota is going to devote his vacation to writing a book on transportation for the use of colleges and universities. He has,

writing a book on transportation for the use of colleges and universities. He has, according to report, obtained passes over fitteen railroads, "so that he may become thoroughly conversant with the general subject," says the Railway Raview. It is presumed that, having ridden over these fitteen railroads, he will be able to tell just how a railroad enterprise should be financed, how the road should be constructed, organized and operated, and go into all the details of transportation, traffic and accounting. Probably the worthly professor has been incited to the task by the success (?) of Professor Hadley in a similar undertaking.

Sertously speaking, however, there is abundant room for a work of this kind. The work above referred to is without doubt the hest yet brought out, but it is so fell of errors as to make it practically worthless for the purpose named. Nor is this at all strarge or to the discredit of the author. The only wonder is that under the circumstances he did so well. Railroading is not reduced to a scientific basis, particularly on the commercial side. It is as yet largely a matter of experiment and guesswork. It naturally follows that its theories and methods of conduct are constantly changing, and a book which would fit the traffic operations of to-day would probably be wholly obsolete in five or ten years.

If the South Dakota professor is wise

lf the South Dakota professor is wise he will use his "passes over fifteen lines" as a means towards a pleasant excursion and at its conclusion confine his efforts to something about which he knows more than railroading.

OMAHA LINE. Consolidation of Branch Lines and

General Superintendent A. W. Trenholm of the Omaha Line has issued a circular

of the Omaha Line has issued a circular announcing the following changes:

The Northern division, of which Mr. Trenholm was formerly division superintendent, is consolidated with what has been known as the Eastern division, and both will be henceforth known as the Wisconsin civision. W. C. Winter is made superintendent of the new division, with headquarters at St. Paul, whereas the gossips had scheduled him to go to St. James.

The line and branches heretofore known as the St. Paul and Sloux City division will hereafter be known as the Minnesota and lowa division, and the veteran. Captain Hugh Spencer, who has been compelled to resign by falling health, will be succeeded at St. James by L. F. Slaker.

William Bennett, who has been assistant

DR. SANDEN'S ELECTRIC BELT

On 30 Days'



My famous Electric Belt, 1900 Model given on 30 days' trial. It makes WEAK MEN

strong by overcoming the effects of youthful errors. Special suspensory at-tachment. Belt worn by both men and tachment. Belt worn by both men and women for rheumatism, lame back, nervousness, etc. All applying plates covered, preventing any burning. Either write to-day or drop in at my effice for free consultation. Every one knews the Dr. Sanden Electric Belt in be the best in the World. Take no substitutes. Cure yourself and pay me afterward. Write or dail to-day.

DR. F. B. SANDEN, 407 N. Broadway, St. Louis, Mo.

(Mermod & Jaccard Bld.) OFFICE HOURS, S & M. TO S P. M. SUNDAY, MAL WED. AND SAT. UNTIL S P. M.

superintendent of the Western division, is allowed on the going trip at and west of made assistant superintendent of the Wis-consin division, with headquarters at Ins-ca, and T. W. Kennedy, trainmaster of the Eastern division, is made assistant super-intendent of the Minnesota and Iowa di-vision, vice William Bennett, Mr. Kennedy will be located at St. James.

TO REMOVE RECEIVERS.

Two Applications Made Yesterday Be fore Judge Amos M. Thayer. An application was made yesterday to Judge Amos M. Thayer of the United States Circuit Court, by bondholders of

the Omaha and St. Louis Railway for an order rescinding the permission given by him to the receivers of that road on March It, to issue \$855.000 in receivers' certificates for the purpose of reironing the road. The petitioners claim that the proposed improvement for which the certificates were to be issued are not necessary for the operation of the road. It was taken under advisement.

A motion was also made for an order removing Charles H. Campbell and James Hopkins from the receivership of the road. This order was decided. Application was made by the bondholders of the Kansas City and Northern Connecting for the discharge of Chappell and Hopkins, as receivers of that road, and the appointment of a receiver who would run the road seperately from the Omaha and St. Louis Railway. This application was taken under advisement.

HUNTINGTON'S LOSS.

Land Valued at \$300,000 Awarded to Other Claimants. REPUBLIC SPECIAL Dallas, Tex., July 2.-C. P. Huhtington

a law suit before the Court of Civil Apa law suit before the Court of Civil Appeals at Dallas. Thirty-seven acres in the adjoining the eastern business district of Dallas and several hundred acres in the country were involved. They were grants to the old Texas Trunk Railroad, new a part of the Texas and New Orleans of the Southern Pacific system.

A. D. Aldridge and others of Dallas claimed the lands and have been awarded them after several years of litigation. The property is valued at more than \$300,000.

he Southern Pacific Raffway magnate, lost

Sew York to Buenos Ayres.

According to common report, the construction of the Panamerican railroad to form a line from New York to Buenos Ayres is being seriously considered. While there is perhaps no doubt that such a line is both physically possible and can eventually be made to pay, it would be many years before such a result would be reached. It is doubtful if with Government aid sufficient to defray the entire cost of construction, such a railroad could be made to pay overating expenses in the near future. It is nevertheless true, that notwithstanding this fact, the development of the countries through which it would run render such a line imperatively necessary. The only question is, who is to pay the bill. The Governments interested could well afford to construct the line and turn it over to a company to operate with the understanding that after a definite term of years it should become the property of the said company; any less radical scheme would be likely to result in a failure.

Colorade and Utah Excursions. New York to Buenos Ayres.

Colorado and Utah Excursions. Colorade and Utah Excursions.

Up to and including the excursion of August 21, practically no homeseekers' excursions will be run from Missouri River points to Colorade and Utah common points, inasmuch as homeseekers' excursions to the points named have been placed on the same basis as the special westbound excursions, for which a rate of one fare plus \$2 for the round trip has been made. On tickets sold to Denver, Colorado Springs, Gienwood Springs and Pueblo, Cal., stopovers will be

Denver, within a final limit of October 31. On tickets sold to Ogden and Salt Lake City, Utah, stopovers will be allowed at and west of Denver or Cheyenne, within a going limit of thirty days.

Choctaw Route Appointment.

Choctaw Route Appointment.

REPUBLIC SPECIAL

Little Rock, Ark, June 2.—The following ctrcular was issued to-day by J. F. Holden, traffic manager of the Choctaw, Oklahoma and Gulf Raffroad, approved by General Manager Henry Wood: "Effective this date, George H. Lee is appointed general pasenger and ticket agent, having jurisdiction over all passenger traffic." Phelps Succeeds Trans on L. & N.

Louisville, Ky., July 2.—C. B. Phelps, as-sistant superintendent at Nashville, Tenn., succeeds George E. Evans, as superintend-ent of transportation of the Louisville and Nashville. Two Per Cent Dividend.

New York, July 2.—The directors of the Tennessee Coal, fron and Railroad Company have declared a dividend of 2 per cent on its common stock, making 4 per cent for the last six months, and also a dividend of 2 per cent on its preferred stock. Freight Car Order Countermanded. Calcago, July 2.—Word was received here to-day that the Northern Pacific has countermanded orders recently issued for 1300, 600 worth of new freight cars. The failure of the wheat crop in the Northwest is given as the reason for this action.

Personal and Current Notes. -Russell Harding, third vice president and general manager of the Missouri Facific, returned to headquarters yesterday.

-Joseph C. Henfages, contracting freight agent of the Louisville Air Line, has restand to accept the position of traffic manager with the F. Hammar Paint Company of this city. F. I. Morris, cashier in the local freight office in East St. Louis, will succeed Mr. Henniges as contracting freight agent.

-E. S. Orr. general agent of the Falti-

agent.

-E. S. Orr, general agent of the Falti-more and Ohio Southwestern, returned to headquarters after two weeks' absence in Montana. Montaina.

A new steam shovel, which has just been received by the Iron Mountain, will be put to work at once on regrading parts of the

received by the Iron Mountain, will be put to work at once on regrading parts of the line.

—Curtiss Millard, general manager, and W. E. Killen, superintendent of motive power, of the Chicago, Peoria and St. Louis, were in the city yesterday.

—B. M. Flippin has been appointed general export agent of the Mobile and Ohio and also traffic manager of the Mobile Docks Company, both effective August I.

—One of six new engines which are being built in the Marshalltown shops of the Iowa Central has been finished and is guaranteed to pull a train of ten loaded coaches at a rate of fifty miles an hour.

—General Passenger Agent George J. Chariton of the Chicago and Alton has issued Letter No. 2 of side talks with agents, it makes a large number of practical suggestions in a humorous way.

—E. D. Keuna, vice president and general solicitor of the Santa Fe, who was operated on for the second time for appendicitis a few days ago at St. Luke's Hospital, is reported to be out of all danger, and the doctors predict his speedy recovery.

—George A. Poore, for twelve years chief cierk in the office of General Superintendent Suilivan of the Illinois Central, has resigned to accept the chief cierkship in the office of General Superintendent Russell of the Delaware, Lackawanna and Western road at Scranton, Fa.

—The fiscal year for the Chicago Great Western Rallway closed Saturday, the increase in gross earnings for the period falling little short of a million dollars. Earnings for the month of June were \$85, 268, an increase of \$181,000 over the earnings for the corresponding week of last year.

Baby's Voice

Is the joy of the nousehold, for which the expectant mother must pass, however, is so full of danger and suffering that the danger, pain and horror of child-birth can be entirely avoided by the use of "MOTHER'S FRIEND," a scientific liniment, By its aid thousands of women have passed this great crisis in perfect safety and without pain, Our book of priceless value to all women will be sent free to any address by Bradfield Regulator Co., Atlanta, Ga.

Is the joy of the nousehold, for which the content in the possession out it no happiness can be complete. The order through which the expectant mother must pass, however, is so full of danger and suffering that the danger, pain and horror of child-birth can be entirely avoided by the use of "MOTHER'S FRIEND," a scientific liniment, By its aid thousands of women have passed this great crisis in perfect safety and without pain, Our book of priceless value to all women will be sent free to any address by Bradfield Regulator Co., Atlanta, Ga.